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CENTRAL FAX CENTER

DEC 14 2006

60,469-242; OT-5132

IN THE CLAIMS

1. (Currently Amended) An elevator comprising:
an elevator car movable along car guide rails;
a counterweight movable along counterweight guide rails;
a bedplate supported by at least one of said car and counterweight guide rails; and
a machine supported by said bedplate and driving a tension member interconnecting said counterweight and said car, opposed ends of said tension member being connected at dead end hitches, said bedplate having a vertically lowermost surface, and said dead end hitches extending above said vertically lowermost surface, said dead end hitches associated with each of said opposed ends of said tension members being received on said bedplate and such that they will be between said car and a single wall when the elevator is mounted within an elevator shaft.
2. (Currently Amended) The ~~An~~ elevator as set forth in Claim 1, wherein said dead end hitches are mounted on said bedplate.
3. (Currently Amended) The ~~An~~ elevator as set forth in Claim 2, wherein said bedplate is formed by at least one beam, and said dead end hitches are supported by a vertically uppermost portion of said beam.
4. (Currently Amended) The ~~An~~ elevator as set forth in Claim 2, wherein said bedplate is formed by a pair of C-shaped beams each having an internal space and at least one of said dead end hitches is positioned within said internal space.
5. (Currently Amended) The ~~An~~ elevator as set forth in Claim 1, wherein said bedplate is supported by both of said car and counterweight guide rails.
6. (Currently Amended) The ~~An~~ elevator as set forth in Claim 1, wherein there are a plurality of said tension members and two sets of a corresponding plurality of dead end hitches,

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said dead end hitches of each of the two sets being aligned in an array that is generally parallel to a rotational axis of said machine.

7. (Currently Amended) The ~~An~~-elevator as set forth in Claim 6, wherein each of said sets of dead end hitches is disposed on opposed lateral sides of said rotational axis of said machine.

8. (Currently Amended) The ~~An~~-elevator as set forth in Claim 6, wherein said machine comprises a traction sheave having a plurality of sheave surfaces for engaging and driving the plurality of tension members, and said dead end hitches are disposed within an axial distance defined by ends of the traction sheave.

9. (Currently Amended) The ~~An~~-elevator as set forth in Claim 8, wherein each of said sheave surfaces is aligned with a respective one of said dead end hitches in each of said sets of dead end hitches such that a line drawn through one of the sheave surfaces and its two associated dead end hitches is perpendicular to said rotational axis.

10. (Currently Amended) The ~~An~~-elevator as set forth in Claim 1, wherein said machine comprises a traction sheave having a plurality of sheave surfaces for engaging and driving a plurality of said tension members, the opposed ends of each of said tension members being connected at a pair of the dead end hitches, wherein each of said sheave surfaces is aligned with a respective pair of the dead end hitches such that a line drawn through one of the sheave surfaces and its two associated dead end hitches is perpendicular to a rotational axis of the traction sheave.

11. (Currently Amended) An elevator comprising:
an elevator car movable along car guide rails;
a counterweight movable along counterweight guide rails;
a bedplate supported by at least one of said car and counterweight guide rails; and

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a machine supported by the bedplate and driving a plurality of tension members interconnecting said counterweight to said car, opposed ends of said tension members being connected at dead end hitches, there being two sets of aligned dead end hitches, each set of dead end hitches being supported by the bedplate in an array that is generally parallel to a rotational axis of said machine, said dead end hitches associated with each of said opposed ends of said tension members being received on said bedplate and such that they will be between said car and a single wall when the elevator is mounted within an elevator shaft.

12. (Currently Amended) The ~~An~~-elevator as set forth in Claim 11, wherein each of said sets of dead end hitches is disposed on opposed lateral sides of said rotational axis of said machine.

13. (Currently Amended) The ~~An~~-elevator as set forth in Claim 11, wherein said machine comprises a traction sheave having a plurality of sheave surfaces for engaging and driving the plurality of tension members, and said dead end hitches are disposed within an axial distance defined by ends of the traction sheave.

14. (Currently Amended) The ~~An~~-elevator as set forth in Claim 13, wherein each of said sheave surfaces is aligned with a respective one of said dead end hitch in each of said sets of dead end hitches such that a line drawn through one of the sheave surfaces and its two associated dead end hitches is perpendicular to said rotational axis.

15. (Original) The elevator according to claim 11, wherein the bedplate is supported by both of the car and counterweight guide rails.

16. (Currently Amended) An elevator comprising:
an elevator car movable along car guide rails;
a counterweight movable along counterweight guide rails;
a bedplate supported by at least one of said car and counterweight guide rails; and

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a machine supported by the bedplate and comprising a traction sheave for engaging and driving a plurality of tension members interconnecting said counterweight to said car, opposed ends of said tension members being connected via dead end hitches to said bedplate,

the traction sheave having a plurality of sheave surfaces corresponding to the plurality of tension members, wherein each of said sheave surfaces is axially aligned with a respective pair of the dead end hitches such that a line drawn through one of the sheave surfaces and its two associated dead end hitches is perpendicular to a rotational axis of the traction sheave, said dead end hitches associated with each of said opposed ends of said tension member being received on said bedplate and such that they will be between said car and a single wall when the elevator is mounted within an elevator shaft.

17. (Original) The elevator according to claim 16, wherein the bedplate is supported by both of the car and counterweight guide rails.

18. (New) The elevator as set forth in claim 8, wherein a dead end hitch associated with one of said opposed ends of said tension members being on a first side of a rotational axis of said traction sheave, and a dead end hitch associated with the other of said opposed ends of the tension members being on an opposed side of the rotational axis of the traction sheave.

19. (New) The elevator as set forth in claim 13, wherein a dead end hitch associated with one of said opposed ends of said tension members being on a first side of a rotational axis of said traction sheave, and a dead end hitch associated with the other of said opposed ends of the tension members being on an opposed side of the rotational axis of the traction sheave.

20. (New) The elevator as set forth in claim 16, wherein a dead end hitch associated with one of said opposed ends of said tension members being on a first side of a rotational axis of said traction sheave, and a dead end hitch associated with the other of said opposed ends of the tension members being on an opposed side of the rotational axis of the traction sheave.